

LEGEND

Expressway/Prime Arterial (6.1,2)

Major Road Series (4.1)

■■■■ Boulevard Series (4.2)

— Light Collector Series (2.2)

Minor Collector Series (2.3)

— Local Public Road (LPR)

..... Fire Access Road (FA)

X X X Deleted/Unbuilt Road

X X X Deleted/Unbuilt Road

—▲— Raised Median

◆ Continuous Turn Lane

● Intermittent Turn Lane

+ Improvement Options*

Reduced Shoulder

X.X Proposed CE Roadway Standards

* Passing Lane, Intermittent Turn
Lane Turnouts, Etc.

Agree

Minor Disagreement

Major Disagreement

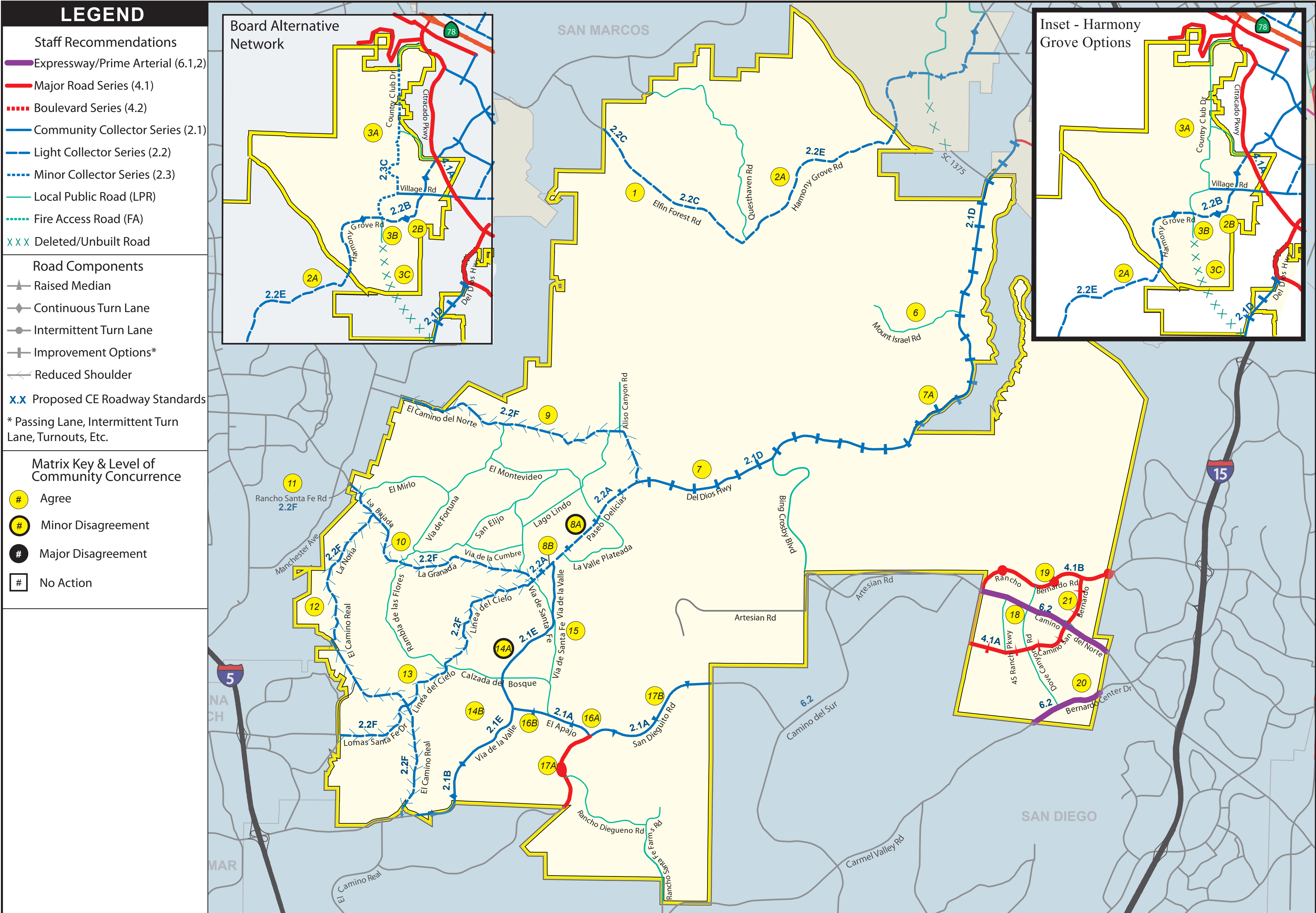


Figure SDG-1: Proposed CE Road Network

CE Road Segment	Board-Endorsed Network	Rationale
Elfin Forest / Harmony Grove Area		
1A Elfin Forest Road (SC 1380) <u>Segment:</u> Entire Segment <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2C Light Collector with Intermittent Turn Lane (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 2 lane road classification will operate at LOS A-D • <i>Minimize Environmental Impacts</i> – A 4-lane road impacts steep slopes and biologically sensitive lands. • <i>Community Character</i>– A 2-lane road is consistent with the local rural character and limited development potential.
2A Harmony Grove Road (SC 1370) <u>Segment:</u> Questhaven to Country Club Drive <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2E Light Collector (2 lanes) <i>NOTE: All road classifications that are part of the Harmony Grove Project are subject to ongoing review</i>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 2-lane road classification will operate at LOS A-D • <i>Minimize Environmental Impacts</i> – A 4-lane road impacts steep slopes and biologically sensitive lands • <i>Land Use Goals / Community Consensus</i> – Classification is consistent with rural character and limited development potential
2B Harmony Grove Road (SC 1370) <u>Segment:</u> Country Club Drive to Planning Area boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2B Light Collector with Continuous Turn Lane (2+ lanes) <i>Road classification subject to ongoing review (Harmony Grove)</i>	<i>See 2A</i>

CE Road Segment	Board-Endorsed Network	Rationale
3A Country Club Drive (SC 1375) <u>Segment:</u> North of Harmony Grove Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Remove from CE Network Retain as Local Public Road	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Initial test results show a 2-lane road classification will operate sufficiently • <i>Community Preference</i> – Community supports removal of this road from the CE • <i>Support Land Use Goals</i> – Supports low density residential
	<i>Board Alternative Map</i> Downgrade Classification 2.3C Minor Collector (2 lanes) <i>Road classification subject to ongoing review (Harmony Grove)</i>	
3B Country Club Drive (SC 1375) <u>Segment:</u> South of Harmony Grove Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Remove from CE Network Retain as Local Public Road <i>Road classification subject to ongoing review (Harmony Grove)</i>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Initial test results show a 2-lane road classification will operate sufficiently • <i>Minimize Environmental Impacts</i> – Existing classification would impact biologically sensitive conservation lands • <i>Support Land Use Goals</i> – Supports low density residential
3C SC 1375 <u>Segment:</u> Unbuilt Segment intended to connect to Del Dios Highway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Remove from CE Network	<ul style="list-style-type: none"> • <i>Road capacity</i> – Maintaining the connection would exacerbate traffic congestion on Del Dios Highway. • <i>Environmental Impacts</i> – Unbuilt portion would traverse MSCP preserve land

CE Road Segment		Board-Endorsed Network	Rationale
4	Village Road <u>Segment:</u> Country Club Road to Citricado Parkway <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> N/A	New CE Road (Tentative Option) 2.1C Community Collector with Intermittent Turn Lanes (2+ lanes) <i>Road classification subject to ongoing review (Harmony Grove)</i>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 2+ lane road is sufficient to meet forecast traffic on most portions of this road • <i>Connectivity</i> – Can improve capacity in more congested locations by connecting directly to Citracado Parkway in Escondido
5	Citracado Parkway <u>Segment:</u> Within Planning Area boundary <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> N/A	New CE Road Connection 4.1A Major Road with Raised Median (4+ lanes) <i>Proposed connection is consistent with Planning City of Escondido Improvements</i>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 4+ lane road is sufficient to meet forecast traffic volumes • <i>Connectivity</i> – Will improve connectivity to regional thoroughfares
Rancho Santa Fe Area			
6	Mt. Israel Road <u>Segment:</u> Entire Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	Delete from CE Network Local Public Road	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 2-lane local public road is sufficient to support planned land use

CE Road Segment	Board-Endorsed Network	Rationale
<p>7A Del Dios Hwy (SF727)</p> <p><u>Segment:</u> North-eastern planning area boundary to Bing Crosby Boulevard</p> <p><u>Existing Condition:</u> 2 lanes with intermittent turn lanes</p> <p><u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Downgrade Classification</p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Improvement: Raised Median</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 4-lane road increases traffic between 5,000 and 8,000 ADT and draws additional traffic into the community. • <i>Minimize Costs/Environmental Impacts</i> – A 4-lane road impacts granite rock outcroppings and biologically sensitive lands <p>Note: Proposed road classification will operate at LOS F.</p>
<p>7B Del Dios Hwy (SC1524)</p> <p><u>Segment:</u> Bing Crosby Boulevard to Paseo Delicias</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Light Collector (2 lanes)</p>	<p>Minor Upgrade</p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Improvement: Raised Median</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Proposed classification provides maximum capacity for a 2-lane road. <p>Note: Proposed road classification will operate at LOS F.</p>
<p>8A Paseo Delicias</p> <p><u>Segment:</u> El Camino del Norte to Via de la Valle</p> <p><u>Existing Condition:</u> 2 lanes with intermittent turn lanes to Via de la Valle</p> <p><u>Current Classification:</u> Light Collector (2 lanes)</p>	<p>Minor Upgrade</p> <p>2.2A Light Collector with Raised Median (2+ lanes)</p>	<ul style="list-style-type: none"> • <i>Support Land Use Goals</i> – Supports existing village development and provides for road improvement options, including planned roundabouts at several intersections. <p>Note: Proposed road classification will operate at LOS F.</p>

CE Road Segment	Board-Endorsed Network	Rationale
8B Paseo Delicias <u>Segment:</u> Via de la Valle to Linea del Cielo <u>Existing Condition:</u> 2 lanes, portion with median to La Granada <u>Current Classification:</u> Light Collector (2 lanes)	Minor Upgrade 2.2A Light Collector with Raised Median (2+ lanes)	<ul style="list-style-type: none"> <i>Support Land Use Goals</i> – Supports existing village development and provides for road improvement options, including a planned raised median in this area. Note: Proposed road classification will operate at LOS E and F.
9 El Camino del Norte <u>Segment:</u> Del Dios Highway to the Community Boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	Minor Downgrade 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <i>Support Land Use Goals</i> - A 2-lane road classification is consistent with the State historic landmark status. Note: Proposed road classification will operate at LOS D and E.
10 La Bajada / La Granada <u>Segment:</u> Rancho Santa Fe Road to Linea del Cielo/Paseo Delicias <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	Minor Downgrade 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <i>Support Land Use Goals</i> - A 2-lane road classification is consistent with the State historic landmark status. Note: Proposed road classification will operate at LOS D and F.
11 Rancho Santa Fe Road <u>Segment:</u> Community Boundary to La Bajada <u>Existing Condition:</u> 2 lanes w/ bridge <u>Current Classification:</u> Light Collector (2 lanes)	Minor Downgrade 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <i>Minimize Environmental Impacts</i> – Expansion of the existing bridge could be cost prohibitive. Note: Proposed road classification will operate at LOS F.

CE Road Segment	Board-Endorsed Network	Rationale
12 La Noria/ El Camino Real <u>Segment:</u> La Noria to Community Boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	Minor Downgrade 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – A 2-lane road classification will operate at LOS A-D. <i>Support Land Use Goals</i> - A 2-lane road classification is consistent with the State historic landmark status.
13 Linea del Cielo (SC 1524/ S-8) <u>Segment:</u> Entire Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> : Light Collector (2 lanes)	Minor Downgrade 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <i>Support Land Use Goals</i> - A 2-lane road classification is consistent with the State historic landmark status. <p>Note: Portion of the road will operate at LOS E.</p>
14A Via de la Valle (SC 1525/ S-6) <u>Segment:</u> Paseo Delicias to Las Planideras <u>Existing Condition:</u> 2 lanes with intermittent turn lanes <u>Current Classification:</u> Light Collector (2 lanes)	Equavalent Classification 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <i>Support Land Use Goals / Minimize Environmental Impacts</i> – A 2 lane road classification is consistent with the State historic landmark status. <p>Note: Portions of the road will operate at LOS E and F.</p>
14B Via de la Valle (SC 1525/ S-6) <u>Segment:</u> Las Planideras to Community Boundary <u>Existing Condition:</u> 2 lanes with intermittent turn lanes <u>Current Classification:</u> Light Collector (2 lanes)	Minor Upgrade 2.1B Community Collector with Continuous Turn Lane (2 lanes)	<ul style="list-style-type: none"> <i>Maximize Traffic Movement</i> – Improving this segment will create a more balanced link with San Dieguito Road <i>Minimize Environmental Impacts</i> – This segment is primarily located outside the historic district, and the classification is consistent with the existing configuration of the roadway.

CE Road Segment	Board-Endorsed Network	Rationale
15 Via de Santa Fe <u>Segment:</u> Entire Segment <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local Public Road	Equivalent Classification Local Public Road	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Portions of the road will operate at LOS D, E and F. Planned roundabouts may improve intersection LOS near Paseo Delicias. • <i>Support Land Use Goals</i> – A 2-lane road is consistent with the State historic landmark status and existing residential development.
Fairbanks Ranch Area		
16A El Apajo <u>Segment:</u> Via de Santa Fe to San Dieguito Road <u>Existing Condition:</u> 2 lanes with continous turn and intermittent turn lanes <u>Current Classification:</u> Local Public Road	Minor Upgrade 2.1A Community Collector with Raised Median (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 2+-lane CE road exists today. The minor upgrade is consistent with existing conditions. Initial traffic volumes warrant a CE classification. • <i>Connectivity / Maximize Traffic Movement</i>– This road provides an important connection within the broader road network as well as access to local schools and services.
16B El Apajo extension <u>Segment:</u> Extension to Via de la Valle <u>Existing Condition:</u> Existing public easement <u>Current Classification:</u> Local Public Road	New CE Road 2.1A Community Collector with Raised Median (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Would provide a useful link in the CE network, and would alleviate volumes on adjacent roads. • <i>Minimize Environmental Impacts</i> – Proposed extension would cross San Dieguito River and would impact newly constructed development. <p><i>Note: 40' easement exists, but additional easement would be needed to accommodate a CE classification.</i></p>

CE Road Segment	Board-Endorsed Network	Rationale
17A San Dieguito Road <u>Segment:</u> Western planning area boundary to El Apajo Road <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Minor Upgrade 4.1A Major Road with Raised Median (4+ lanes) <i>Note: This segment of the roadway is already built to Major Road standards</i>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 4-lane road is sufficient to meet forecast traffic volumes and reflects the existing condition of majority of this road. • <i>Connectivity</i>- San Dieguito Road provides local and regional connectivity.
17B San Dieguito Road <u>Segment:</u> El Apajo road to eastern planning area boundary <u>Existing Condition:</u> 2-4 lanes <u>Current Classification:</u> Light Collector (2 lanes)	Minor Upgrade 2.1A Community Collector with Raised Median (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 2+ lane road may operate at a lower level of service, but reflects the existing condition of majority of this road and the character of the community. • <i>Connectivity</i>- San Dieguito Road provides local and regional connectivity.
4S Ranch Area		
18 Camino del Norte (SA 680) <u>Segment:</u> Entire Segment <u>Existing Condition:</u> 4-6 lanes <u>Current Classification:</u> Major Road (4+ lanes) & Prime Arterial (6 lanes)	Upgrade / Equivalent Classification 6.2 Prime Arterial (6 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 6-lane road is required on the entire road to meet forecast traffic volumes • <i>Connectivity</i> – Camino del Norte provides local and regional connectivity
19 Rancho Bernardo Road (SF 1407) <u>Segment:</u> Entire Road <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Major Road (4+ lanes)	Minor Downgrade 4.1B Major Road with Intermittent Turn Lanes (4 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 4-lane road is required to meet forecast traffic volumes • <i>Connectivity</i> – Rancho Bernardo Road provides local and regional connectivity

CE Road Segment	Board-Endorsed Network	Rationale
20 Bernardo Center Drive (SA 730) <u>Segment:</u> Entire Segment <u>Existing Condition:</u> 6 lanes + median <u>Current Classification:</u> Prime Arterial (6 lanes)	Equivalent Classification 6.2 Prime Arterial (6 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 6-lane road is required to meet forecast traffic volumes • <i>Connectivity</i> – Bernardo Center Drive provides local and regional connectivity
21 Camino San Bernardo Drive <u>Segment:</u> Entire Segment <u>Existing Condition:</u> 4 lanes + raised median and intermittent turn lanes <u>Current Classification:</u> Local Public Road	Upgrade Classification 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 4+-lane road is required to meet forecast traffic volumes along some portions of the roadway • <i>Connectivity</i> –Provides local and regional connectivity • <i>Appropriate Road type</i> – this road is currently built to Major Road standards